MARCH 2, 1953 Next Week: Big A.R.E.A. Convention Issue

RAILWAY AGE NEWS ISSUE

The Standard Railroad WEEKLY for Almost a Century

NEWS . . .

2 YEARS AGO!

AND JUST AS TRUE

TODAY!

HALLMARK

of Proven Performance

No single part going into the construction of a modern freight car is exempt from the rigid standards maintained for your protection by the Mechanical Division of the Association of American Railroads.

To those whose business it is to know—the markings on this brake beam strut tell the whole story in a nutshell.

AAR-18 means that this is one of the new high capacity No. 18 brake beams with which all new freight cars must now be equipped. The number 51 identifies it as a one-piece, solid truss, hangerless type, with removable brake heads, generally known as a Unit Brake Beam.

Because brake beams of this type are easier to maintain, last longer, and require no complicated system of hangers and safety supports, three out of four new freight cars utilize Unit-type brake rigging, which is made available to all manufacturers of freight car trucks by Unit Truck Corporation, New York, N. Y.

UNIT TRUCK

This declaration of basic policy was the first advertising message in behalf of Unit Truck Corporation to appear outside of the trade press in publications of general circulation. Because it is just as newsworthy today . . . we are glad to repeat it now in the first *News Issue* of *Railway Age*.

BUILT TO MELT THE MILES

Ever-higher speeds of passenger trains have meant special problems for the wheel-maker—among them the development of special steels and special methods of forging, heat-treating, machining, and inspection.

Here at Bethlehem, such problems have been met in stride, and solved by constant research, advanced engineering, and close co-operation with the railroads and car-builders. Our aim is to make a railway wheel that cannot be surpassed in quality. That is what you can always expect of a wheel that is stamped with the Bethlehem brand—a wheel that will melt the miles and make them seem like nothing at all.

BETHLEHEM STEEL

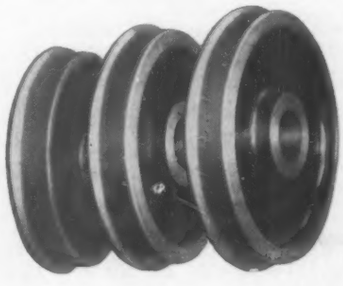
BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation

BETHLEHEM WROUGHT-STEEL WHEELS

COMPANIONS TO BETHLEHEM FORGED-STEEL AXLES

FREIGHT • PASSENGER • DIESEL



Here's One of Railroad's Paul Bunyans

Thanks to "UNION"
RETARDER SPEED CONTROL and AUTOMATIC SWITCHING

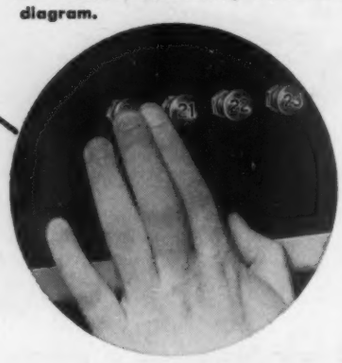
It's said no job was too big for giants like Minnesota's legendary Paul Bunyan. But the work done by modern retarder yards in sorting freight cars would have strained even his strength to the limit.

Fortunately no muscles such as "Paul Bunyan's" are needed in today's classification yards. The giant's job can easily and efficiently be done by "Union" Retarder Speed Control and Automatic Switching.

All it takes is the touch of a finger on the push buttons of a "Union" control panel and one man is able to route the cut to the desired classification track and automatically produce the proper braking action necessary to control the speed at which the cut should leave the retarder.

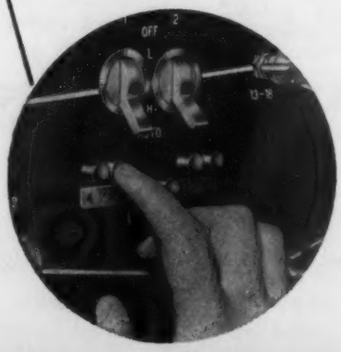
"Union" Retarder Speed Control and Automatic Switching are applicable to both new and existing installations. Why not get in touch with "Union's" engineers *now*? They're available whenever desired for consultation, advice or to make special studies.

Single control panel provides both Retarder Speed Control and Automatic Switching with one man routing cars and operating retarders. Push buttons for route selection are grouped at operator's left hand . . . retarder controls are located conveniently on the track diagram.



To route a car to the desired classification track, operator presses one push button. "Union" Automatic Switching correctly aligns the switches as cut proceeds to its designated track.

To control the speed at which the cut is to leave the retarders, operator presses button . . . "Union" Retarder Speed Control automatically brakes the cut to the selected speed.



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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

RAILWAY AGE

PUBLISHED WEEKLY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION AT ORANGE, CONN., AND ENTERED AS SECOND CLASS MATTER AT ORANGE, CONN., UNDER THE AGT OF MARCH 3, 1879.

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March 2, 1953 NEWS ISSUE Vol. 134, No. 9

Week at a Glance

Car Orders Are Rising Again, says C.S.D. Chairman Gass in his monthly report. As a result, January, which produced a good gain in car ownership, also saw the order backlog maintained. 9

A **"Federal Motor Transport Commission,"** wholly separate from the I.C.C., with the sole duty of regulating (and, presumably, promoting!) highway transportation, is being strenuously advocated by a committee of truck operator and labor representatives. 11

FORUM: First Things Last, commenting on Senator Tobey's "highly negative speech" at Chicago on February 12, points out that, if Congress is soon to pass constructive transport legislation, "confidence" should be replaced "by an intensification of effort." 17

Electric Wheel Checkers, located in the RF&P's Potomac yards, have produced the first known instances of electrical detection of broken flanges on wheels of moving cars. 18

BRIEFS

This is the First of *Railway Age's* new "News Issues," which, as explained in detail on page 46 last week, will henceforth alternate with "News and Feature" issues. Slated for next week is the A.R.E.A. preconvention number.

Effective Date of a 20-Cent Surcharge on oversized parcel post packages has been postponed by Postmaster General Summerfield. The present order sets aside a directive issued December 31, 1952, before the present administration took office, making the surcharge effective April 1 on packages too large for mail sacks. The new Postmaster General has directed the department to re-examine the problems involved and submit

Avoid pull-aparts

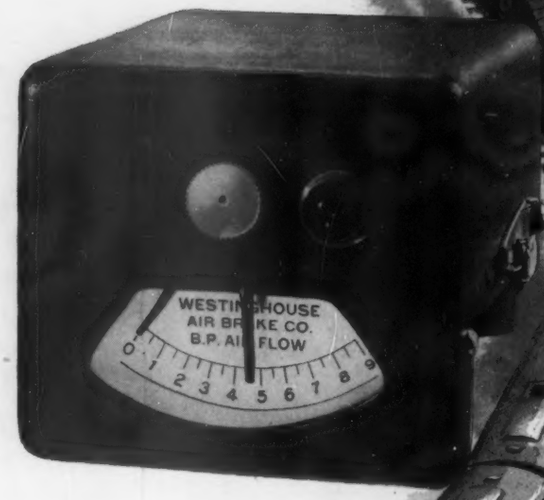
detect train breakaway, pipe leakage, rear-end brake applications.

● Now you can prevent costly train operating delays with the Westinghouse Air Brake Company Brake Pipe Flow Indicator.

This money-saving device does more than measure brake pipe pressure, it measures the *volume* of air flowing from feed valve to brake pipe. Take, for example, a rear-end pressure drop that would not be immediately noticeable on the pressure gage. The Brake Pipe Flow Indicator instantly senses the increased flow of air and warns the engineman.

It works the other way around, too. The engineman knows when the train is fully charged and ready to go, thus eliminating pull-aparts due to unreleased rear-end brakes. When adjusting feed valve to higher pressure preparatory to descending grades, the engineman can easily tell when he has reached the new pressure. The flow indicator also shows whether brake pipe pressure is being properly recharged during each braking cycle.

The Westinghouse Brake Pipe Flow indicator is ruggedly built to withstand the most severe pressure fluctuations. It is available for operation on either 32 or 64 volts. Write today for our free booklet that describes this time-saving protective device.



Westinghouse Air Brake COMPANY

AIR BRAKE DIVISION WILMERDING, PA.

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Current Statistics

Operating revenues, twelve months	
1952	$10,581,418,145
1951	10,391,883,739
Operating expenses, twelve months	
1952	$ 8,053,003,585
1951	8,043,948,634
Taxes, twelve months	
1952	$ 1,261,741,356
1951	1,203,399,838
Net railway operating income, twelve months	
1952	$ 1,078,454,945
1951	941,124,293
Net income, estimated, twelve months	
1952	$ 826,874,000
1951	690,568,000
Average price railroad stocks	
February 24, 1953	68.68
February 26, 1952	55.22
Car loadings, revenue freight	
Seven weeks, 1953	4,724,547
Seven weeks, 1952	5,033,414
Average daily freight car surplus	
February 14, 1953	68,765
February 16, 1952	8,629
Average daily freight car shortage	
February 14, 1953	1,206
February 16, 1952	4,023
Freight cars delivered	
January 1953	7,981
January 1952	8,642
Freight cars on order	
February 1, 1953	77,414
February 1, 1952	120,251
Freight cars held for repairs	
February 1, 1953	94,145
February 1, 1952	91,689
Average number of railroad employees	
Mid-January 1953	1,196,167
Mid-January 1952	1,223,143

Departments

Week at a Glance CONTINUED

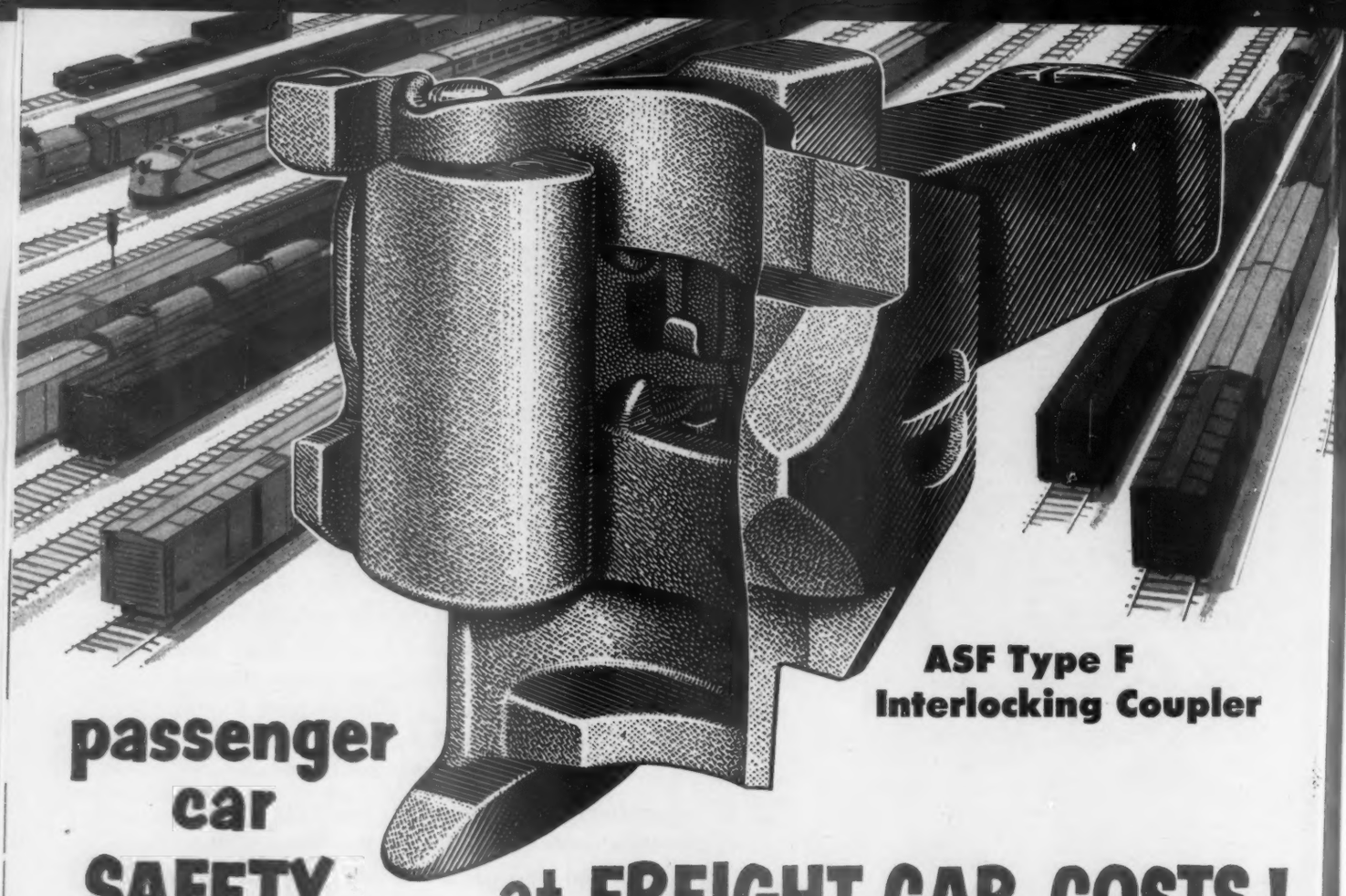
a report to him for further guidance at the earliest possible date.

A Brand New Station may soon be built by the New Haven near Canton, Mass., at the point where its line intersects a major highway circling the Boston suburban area. Served by a 10,000-car parking lot, the new facility would be calculated to attract both commuter travel to and from Boston, and longer-distance passengers to New York, only 3½ hours from Canton via the New Haven's Shore Line.

For Its Magnificent Re-enactment, last fall, of President Lincoln's Gettysburg address, the Western Maryland has received one of the three chief Freedoms Foundation Awards. Given at Washington's Birthday ceremonies at Valley Forge, Pa., the award included a gold honor medal and $1,000—which the WM has returned to the foundation "to further its work."

Continued Popularity of the A.A.R.'s radio program, "The Railroad Hour," has again been attested by "Motion Picture Daily's" poll among radio editors, critics and columnists of newspapers and magazines. In the "Champion of Champions" class, the "Hour" placed third among all radio presentations, being outranked only by the Jack Benny and the Bing Crosby shows; among "Popular Musical Programs" it was topped only by "Your Hit Parade."

ADVERTISERS IN THIS ISSUE



ASF Type F Interlocking Coupler

passenger car SAFETY.....at FREIGHT CAR COSTS!

Tests of Type F Interlocking Freight Car Couplers, and experience gained from years of service with the interlocking coupler principle in passenger service, prove conclusively that they will go a long way toward eliminating accidental freight train partings, even in cases of derailment. And, a realistic appraisal of coupler *operating costs*, rather than first cost, shows that the Type F Coupler will provide this higher safety and *still be consistent with freight car economics.*

For example, reducing accidental freight train partings means fewer lost man-hours . . . fewer schedule delays. Reducing the chance of telescoping and overturning of cars in cases of derailment means much less damage to equipment . . . less danger to personnel. In fact, the Type F Coupler will *eliminate* the cause of many derailments! The safety support prevents a pulled-out coupler from dropping to the track.

And, the Type F Coupler means *lower maintenance costs.* Eliminating practically all vertical movement between mated F couplers—plus over 50% reduction in free contour slack—means less wear and shock stress, longer knuckle and contour life.

Continuous improvement is the goal for all railroads. The Type F Coupler is another real contribution to railroad progress for freight service. In ordering new cars, *the time to specify it is now!*

Ask your nearest ASF Representative for more information on Type F Couplers, or write today for illustrated folder G2 which gives complete details on construction and operation.

ASF

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Look for this MINT ⬡ MARK on the running gear you specify

Cast Steel Brake Beams | Ride-Control Trucks | Ride-Control Packages | Simplex Snubbers | Tightlock Couplers | Type F Couplers | Type E Couplers

Car Orders Are Rising Again

Gass reports January orders by Class I roads are highest since November 1951—Retirements stay low

Class I railroads and their car line affiliates ordered 5,535 new freight cars in January, the highest total for any month since November 1951, A. H. Gass, chairman of the Car Service Division, Association of American Railroads, said in his latest issue of "The National Transportation Situation."

This revival in freight car orders prevented any substantial decline in the order backlog. Mr. Gass said the decline amounted to only 1,106 cars, despite delivery of 6,141 new cars during the month.

Another "outstanding feature" of the January equipment situation, as reported by Mr. Gass, was the low level of car retirements. These totaled 3,201 for Class I roads, the smallest number for any month since February 1947.

Ownership Increases

The low retirement level, together with increased deliveries, resulted in an increase in car ownership during January amounting to approximately 3,000 cars, Mr. Gass said.

The C.S.D. chairman went on to say that during the past two months Class I roads have received only 75 per cent of the total new car deliveries. There have been "unusually heavy deliveries" to private car owners, including the Army and Navy. He noted new car production in January was actually very close to 8,000 cars.

There was little change during January in the bad order situation. Mr. Gass said reports from Class I roads showed 5 per cent of car ownership was being held for repairs on February 1, the same percentage as was shown on January 1 reports.

Three More "All Diesel"

Turning to locomotives, Mr. Gass reported that in January three more railroads retired their last steam units and became completely dieselized. These were the Ann Arbor, the St. Louis-San Francisco and the Nashville, Chattanooga & St. Louis. Twenty-eight Class I "steam railroads" now own no steam locomotives, Mr. Gass said.

The existing car-supply situation was reviewed by Mr. Gass. He found box car loadings running slightly below last year, but said demand remains "active" for many types of box cars. He reported Class I carriers now have 37.6 per cent of their own box cars available on home rails.

Requirements for hoppers continue at "subnormal levels" with an easy car supply predominating throughout the country, Mr. Gass continued. He said there are "only a few scattered shortages" of gondolas being reported, but several roads are reporting shortages of plain flats. He told of no shortage of covered hoppers, but said loading of these cars continues heavier than last year.

In his comments on open top cars, the C.S.D. chairman said preliminary estimates indicate that approximately 100 million tons of iron ore will be scheduled for lake and rail movement during 1953. He said ore consumption during recent months has steadily exceeded that of the corresponding months of 1952.

Detention reports from railroad agents in 736 cities showed that cars detained beyond the free time of 48 hours averaged 16.27 per cent of those placed in January. That compared with 17.73 per cent for December, and with 15.30 per cent for January 1952.

Reflecting lower traffic volume and easier car supply, net ton-miles per serviceable car per day in 1952 averaged 973, compared with 1,028 in 1951, Mr. Gass reported. He said "average load per car" declined from 33 tons in 1951 to 32.5 tons in 1952. "Based upon incomplete data, it appears that the decline in average load per car was due primarily to movement of a smaller volume of heavy loading commodities such as iron ore and coal rather than to lighter loading of individual cars," Mr. Gass said.

Mopac Doesn't Want REA Contract Renewed

The Missouri Pacific has asked the Interstate Commerce Commission for advice as to whether there is any legal requirement that it continue a contractual relationship with the Railway Express Agency after February 28, 1954, when the present express contract expires.

The road also asked what its common carrier duty would be with respect to express-type traffic in the event it declined to renew the relationship with REA.

The MP put its questions in a formal petition filed with the commission. The petition said the express contract has not been satisfactory to the road. It also noted that there is pending before the commission a proceeding

A COMBINATION MAIL AND PASSENGER BUS built by the Flxible Company for the Rock Island Motor Transit Company seats 13 passengers and has a 15-ft. room behind a bulkhead for pouched mail and packages. The coach will operate between Topeka, Kan., and St. Joseph, Mo., replacing former CRI&P rail passenger service.

(I. & S. No. 6032) involving suspended MP tariffs which propose to discontinue express operations at several stations in the Southwest.

The fate of REA is a current concern of the commission. In its latest annual report to Congress, the commission said the railroads had a "serious responsibility" to inform the shipping public and officers and employees of REA "at an early moment as to the intentions with respect to continuing the express business . . ." (*Railway Age*, February 9, page 86.)

Car Service Orders

I.C.C. Service Order No. 867, which governs the handling of trap or ferry cars moving l.c.l. freight within a switching district, has been modified by amendment No. 9, which set back the expiration date from February 28 until May 31.

I.C.C. Service Orders Nos. 870 and 871, which restrict the free time allowed on freight cars at ports, have been modified by amendments (Nos. 8 and 9, respectively), which set back the expiration dates from February 28 until May 31.

F.B.I. Asks Help to Stop Children's "Tampering"

J. Edgar Hoover, director of the Federal Bureau of Investigation, has appealed to citizens to assist railroads and law enforcement officers in preventing children from tampering with railroad equipment.

In recent weeks the F.B.I. has been called upon to investigate several attempts, or suspected attempts, to wreck trains. Mr. Hoover said investigations revealed that juveniles were responsible for the majority of these incidents.

Four boys, ranging in ages from 11 to 16, were identified as the individuals who attempted to start a fire under a bridge on the Grand Trunk near Fowler, Mich., Mr. Hoover said.

A 13-year-old boy was involved in another near accident at Scotts, Mich. According to Mr. Hoover, he found a rail near the tracks and pried it to a position where it was struck by a passenger train's locomotive.

Three other boys in this same age group are suspected of attempting to wreck a Southern Pacific train near North Ridge, Calif., on January 24, Mr. Hoover said. Similarly, a 10-year-old apparently placed a 10-foot section of iron pipe on the tracks of the New York, New Haven & Hartford at Devon, Conn., on January 20, the F.B.I. director added.

Still another investigation revealed that three boys, aged 10 to 12, cut signal wiring on the New York, Chicago & St. Louis, at Hobart, Ind., causing unnecessary train stops.

N.J. Commission Permits JCL to Drop Some Trains

The Jersey Central Lines, on March 1, discontinued 18 passenger trains. The discontinuance was based on a recent New Jersey Public Utilities Commission order permitting cancellation of certain trains and rescheduling of others. To comply with certain requirements in the order, E. T. Moore, JCL president, said, the road will need at least until April 26 before it can make other permitted revisions, including substitution of buses for trains between various points.

Mr. Moore said the commission's order granted the road about two-thirds of the service changes it had requested in its application of last August 6. Application for other changes is still pending.

Metal Livestock Cars In Service on UP

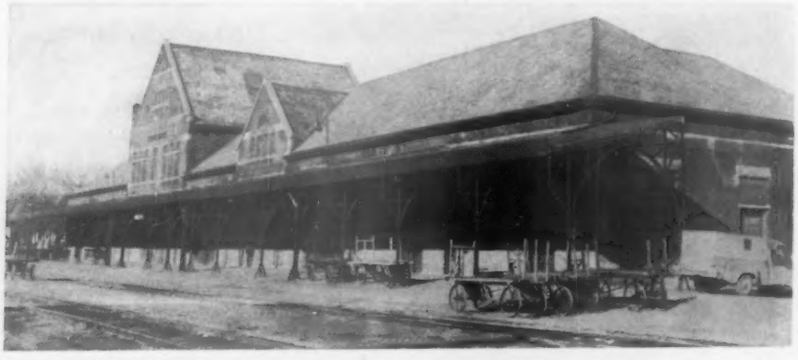
Use of metal, rather than wood, for slatting on live stock cars is being tested by the Union Pacific on 25 cars recently placed in service. The steel slatting is covered with an insulating material which prevents adhesion of animal flesh to the metal in cold weather.

The road expects to realize several benefits from the new design. One is reduced maintenance; another is reduction of injuries caused by splintered slatting. The car's underframes and sides were manufactured at the Evansville (Ind.) plant of the International Steel Company.

Defense Dept. Establishes Land Transport Agency

Establishment of a Joint Land Transportation Agency, with the Department of the Army as executive agent, has been announced by the Department of Defense.

Set up to coordinate military use of



A NEW UNION STATION FOR ATCHISON, KAN.

THE PRESENT STRUCTURE has become outmoded and its floor level is too low with respect to a proposed increase in height of the water level of the nearby Atchison bridge. Accordingly, the Atchison Union Depot Company, owned jointly by the Missouri Pacific, the Burlington, the Santa Fe and the Rock Island, is planning a new building which will be three feet above the general level of the original building.

THE NEW BUILDING will have an exterior of brick and stone with large, picture windows on the track side. Roof overhang, extending the length and breadth of the new building, will be aluminum. Waiting rooms, ticket office and rest rooms will occupy foreground portion of building, while mail, baggage and express facilities may be seen in the background. During construction, the present building will remain in use.

land transportation and transportation facilities during emergencies declared by the Secretary of Defense, the J.L.T.A. is headed by Col. S. R. Browning, Army Transportation Corps. Three members, representing the Army, Navy and Air Force, and a planning organization which includes military and civilian personnel assigned by the three services, make up the group.

Col. J. T. Goodley is the Army member; Commander R. M. Sheaf, the Navy member, and Brigadier General C. F. Nielsen has been recalled for 60 days temporary duty to serve as the Air Force member. He will be succeeded by Col. Gilbert L. Curtis, U.S.A.F.

Competitive Transport

C.A.B. Won't Cut Seating Below 64 on Air Coaches

The Civil Aeronautics Board has suspended tariffs by which United Air Lines proposed to institute more spacious air-coach service.

The air line wanted to begin coach operations with DC-4 aircraft having 54 seats per plane. Seating capacity would be increased to 58 later this year. Present air-coach fares would apply.

C.A.B. ruled it could not approve application of present coach fares to reduced seating capacity. Present minimum seating capacity for air coaches is 64. United uses 66.

With fewer seats, the fare would be less economic, the board said. It added that the change in seating might result in similar reductions by other air lines, thus requiring higher air coach fares generally.

Truck-Labor Group Proposes New Regulatory Agency

The Trucking Industry National Defense Committee last week took what its press release described as "another step forward in their plea to strip the Interstate Commerce Commission of authority over the nation's truckers."

The committee is headed by Dave Beck, president of the International Brotherhood of Teamsters, American Federation of Labor, and its executive board members include also Roy Freuhauf, president of the Freuhauf Trailer Company, and B. M. Seymour, president of Associated Transport. Arthur D. Condon, attorney of Washington, D.C., is the committee's general counsel.

The occasion for last week's statement was a meeting that Mr. Beck and his associates had on February 24 with Arthur S. Flemming, acting director of the Office of Defense Mobilization, and other government officials interested in transportation and government organization. The committee had previously called on President Eisenhower.

Mr. Beck said his committee was seeking "prompt creation of a new Federal Motor Transport Commission to handle highway affairs now assigned to the I.C.C." He also said the I.C.C. was "railroad minded," and that it has "traditionally favored the railroads."

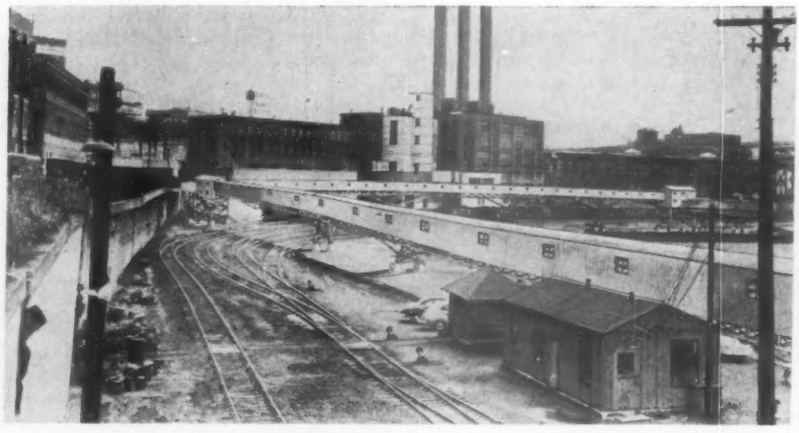
U.S. Supreme Court Upholds Truck Taxes

Motor truck taxes levied by the state of Illinois and the city of Chicago have been upheld by the United States Supreme Court.

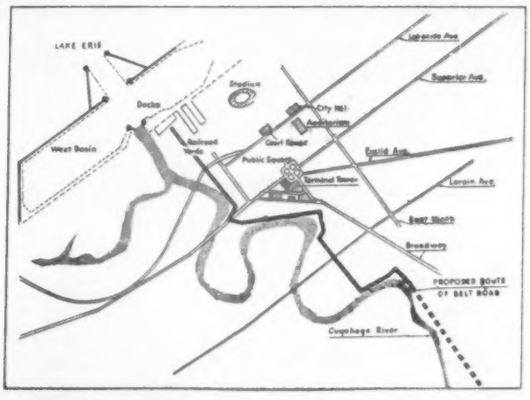
The state tax is a levy based on the gross weight of trucks using Illinois highways, and it applies to all such trucks—private, for-hire, interstate and intrastate. The Chicago tax, applying to all trucks operating within that city, is a per-truck levy graduated according to sizes of trucks.

The Supreme Court upheld the state tax in a February 9 decision, announced by Justice Douglas. The decision passed upon two cases, docketed as Nos. 187 and 274, which challenged the tax as violating the Commerce Clause of the Constitution. The cases came up from the Supreme Court of Illinois which also upheld the tax.

The U.S. Supreme Court's decision bore notations stating that Justice Burton "concurs in the result," and that Justice Clark did not participate. Justice Frankfurter filed a dissenting



A BELT ROAD FOR CLEVELAND?



SHOWN here in artist's conception (upper photo), is the rubber conveyor "belt road" that has been proposed by the B. F. Goodrich Company as a partial solution to Cleveland's industrial development handicap—the narrow, twisting and costly-to-maintain Cuyahoga river (*Railway Age*, December 29, 1952, page 48). By taking the place of boats in handling both iron ore and limestone between the lakefront and the city's steel industry center some four miles upstream, Goodrich officers believe the belt road would: (a) Cut the cost of keeping the river navigable; (b) permit use of larger vessels in Cleveland ore service; and (c) enable those vessels to make more trips per navigation season by cutting turnaround times.

PLANS call for the system to be elevated wherever necessary for clearance of railroad and street traffic. Industrial concerns would have to provide some land for the right-of-way. On the map above, the route of the system is indicated by the solid black line, while the dotted line indicates part of the area where steel company properties would be served by spur lines. Easing of bridge traffic headaches and furtherance of smoke abatement by keeping ore boats out of the river are other advantages of the plan, according to Goodrich spokesmen. To build the system, they say, involves no new engineering principles and would cost about $6 million. The proposal is under consideration by the Cleveland Port and Harbor Commission.

expression to which Justice Jackson subscribed.

The case involving the Chicago tax was docketed in the U. S. Supreme Court as No. 23, and that court's decision upholding the levy was also a February 9 decision—announced by Justice Frankfurter. This case, too, came up from the Supreme Court of Illinois; but that court had held that the trucker involved in the litigation (Willett Company) was not subject to the tax. Thus, the effect of the U.S. Supreme Court's decision was to reverse that ruling.

Justice Reed filed a separate "concurring" expression to which Chief Justice Vinson subscribed. A dissent came from Justice Douglas.

New Commerce Secretary Would Sell Barge Lines

Secretary of Commerce Sinclair Weeks announced on February 8 that he would be receptive to offers to purchase, "or lease with intent to purchase," facilities of the government owned Inland Waterways Corporation, which operates the Federal Barge Lines on the Mississippi and Warrior rivers.

"This is an instance in which government should get out of business with resultant savings to the taxpayer," Mr. Weeks said. He went on to point out, however, that presently applicable law bars sale or lease to anyone connected with a rail carrier, and requires that a prospective purchaser or lessee "must agree to provide for continuance of substantially similar service to inland shippers."

I.W.C. Seeks Authority To Extend Operations

The Inland Waterways Corporation has asked the Interstate Commerce Commission for authority to extend its Federal Barge Line service along the Minnesota River from St. Paul, Minn., to Port Cargill. I.W.C. would transport general commodities as a common carrier by water, would perform general towage, and would serve all intermediate points along the river.

The application was filed with the I.C.C. on February 16. Meanwhile, on February 8, Secretary of Commerce Sinclair Weeks announced that he was receptive to offers to purchase, "or lease with intent to purchase," government-owned I.W.C. facilities.

People in the News

Dr. Homberger Honored

Dr. Ludwig M. Homberger, professor of transportation at the American University, Washington, D. C., has been awarded the German Order of Merit for his work on a survey which was part of the post-war rehabilitation of the German railroads. The award was made by Dr. Heinz L. Krekeler, charge d'affaires of the Federal Republic of Germany, at a January 30 luncheon meeting which marked the close of the university's Fifth Institute of Industrial Transportation and Traffic Management.

Dr. Homberger was director of the institute, but illness prevented his being on hand for the closing session and to receive the German award in person. Before coming to American University, Dr. Homberger had been a member of the directorate of the former German National Railroads.

The post-war survey for which he received the award was made in 1951. His report and recommendations "will play a significant part in the future development of the German railroads," Dr. Krekeler said.

The address to the institute's class was delivered by Edward F. Lacey, a member and secretary of the Transportation Council of the Department of Commerce and formerly executive secretary of the National Industrial Traffic League. Certificates awarded upon completion of the institute's course were presented by Dr. Hurst R. Anderson, president of the university.

Eighty-six students completed the

(*Continued on page 19*)

ORIENTAL RAILROADERS STUDY U.S. DIESELS

A NEW 90-DAY EXPORT TRAINING CLASS was started at the Electro-Motive Division training school at LaGrange, Ill., when it reopened February 16. It differs from the 60-day domestic course in addition of one week in a modern railroad diesel shop, one week riding locomotives, one week at General Motors Diesel, Ltd., at London, Ont., and one week at the Electro-Motive rebuild shop at LaGrange. The illustration shows W. A. Shaikh, deputy mechanical engineer, Eastern Bengal Railway, Pahaitali, Pakistan, being briefed on G.-M. diesel controls. He will help set up maintenance facilities for 40 new diesels and an instruction school in Pakistan.

INDONESIAN RAILWAY LABOR LEADERS, Hassan Basari (left center) and Gelar Radja Hitam Zulkifli (right center), learn diesel facts from John McLaggan (left), supervisor of special equipment of the St. Louis-San Francisco. The two Indonesians are studying American rail operations and railway labor-management relations during a six-months "Point Four" Training Program tour of the U.S. Accompanied by Paul K. Paschke of the U.S. Department of Labor's Office of International Labor Affairs (right), the pair later conferred with general chairmen of two unions as well as with the Frisco's vice-president of personnel, C. P. King.

Built by Alco—
1600 h. p. road switcher

A New Development...

COMMONWEALTH
6-Wheel Motor Truck

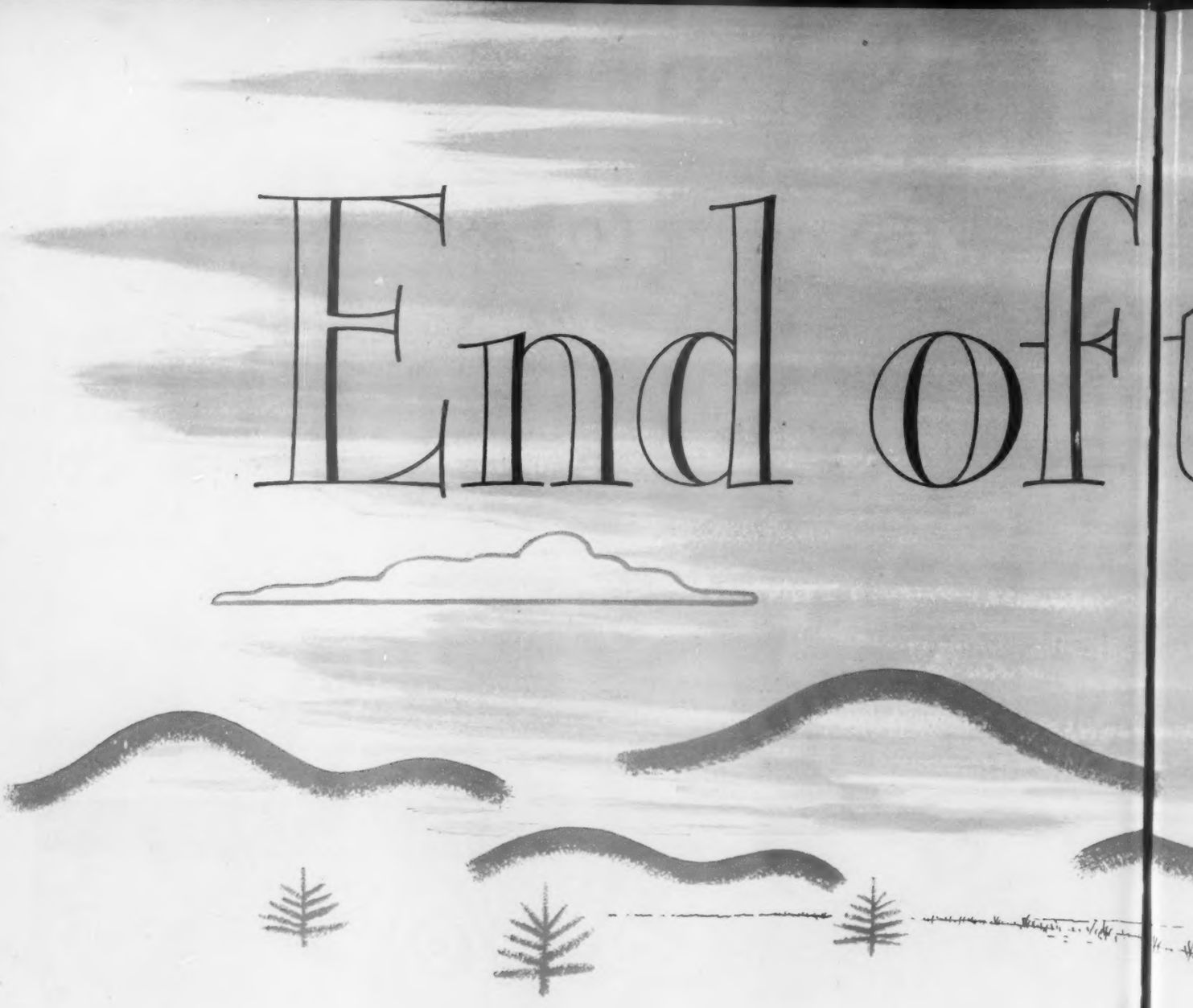
Riding and performance of road switcher diesel locomotives is improved with a new design of **COMMONWEALTH 6-WHEEL MOTOR TRUCK** which features a three point suspension arrangement of center plate and loading supports, shorter wheel base and positive equalization. Additional advantages of this new truck permit a lower underframe height from rail, greater accessibility to motors, and lower bearing pressure on center plate and loading supports.

COMMONWEALTH Trucks used by the diesel locomotive builders of America have one-piece cast steel truck frames which provide great strength and dependability, assuring a long maintenance-free life in this rugged service.

Commonwealth 6-Wheel Motor Truck arranged for three motors

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. EDDYSTONE, PA.



Here's a car that truly 'has had it'. It has seen America. It has supplied America. But now it's all over... for one day the accurate Master Time Schedule read STOP!... and this faithful old car staggered into the yard for the last time.

Some will say "let's build another". *But hold on now!* Many times it's more economical to buy a new car than to build your own. You can prove this by your own investigation. As a starting guide, consider these three vitally important facts:

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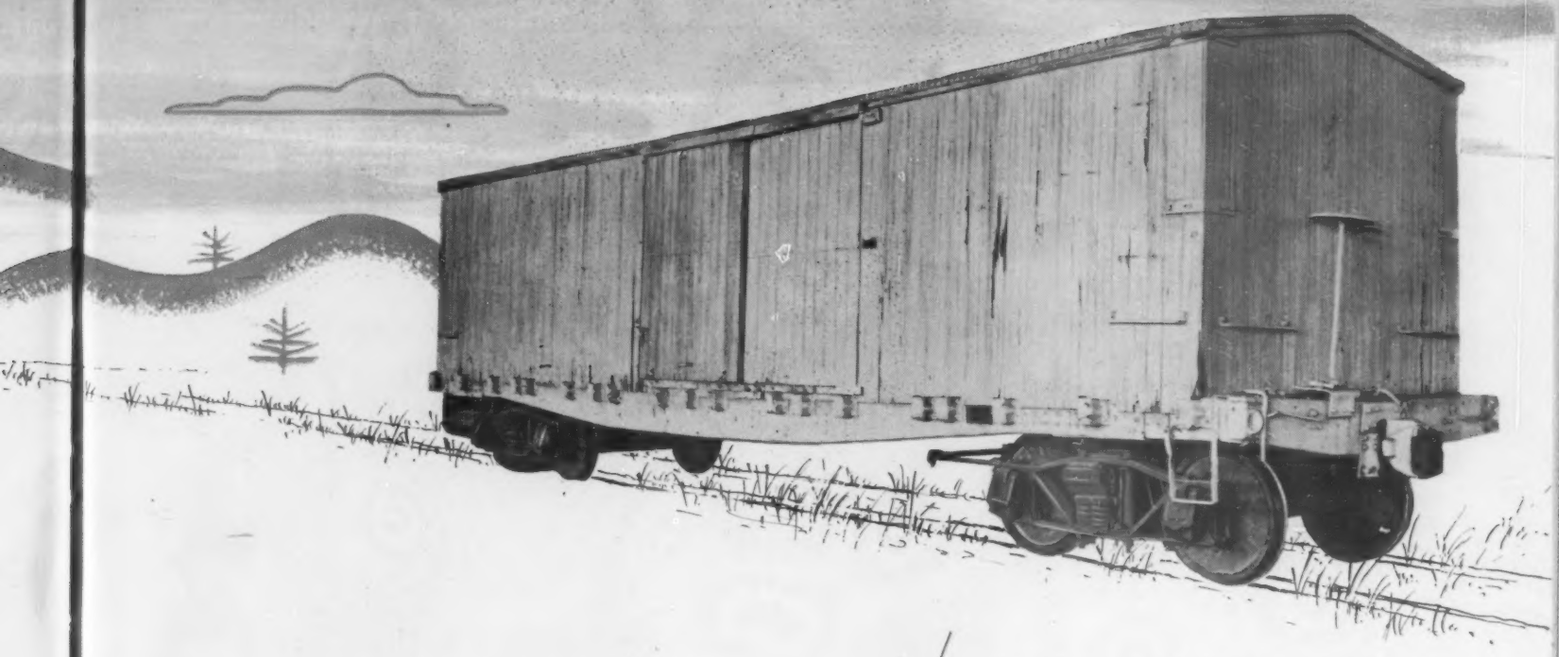
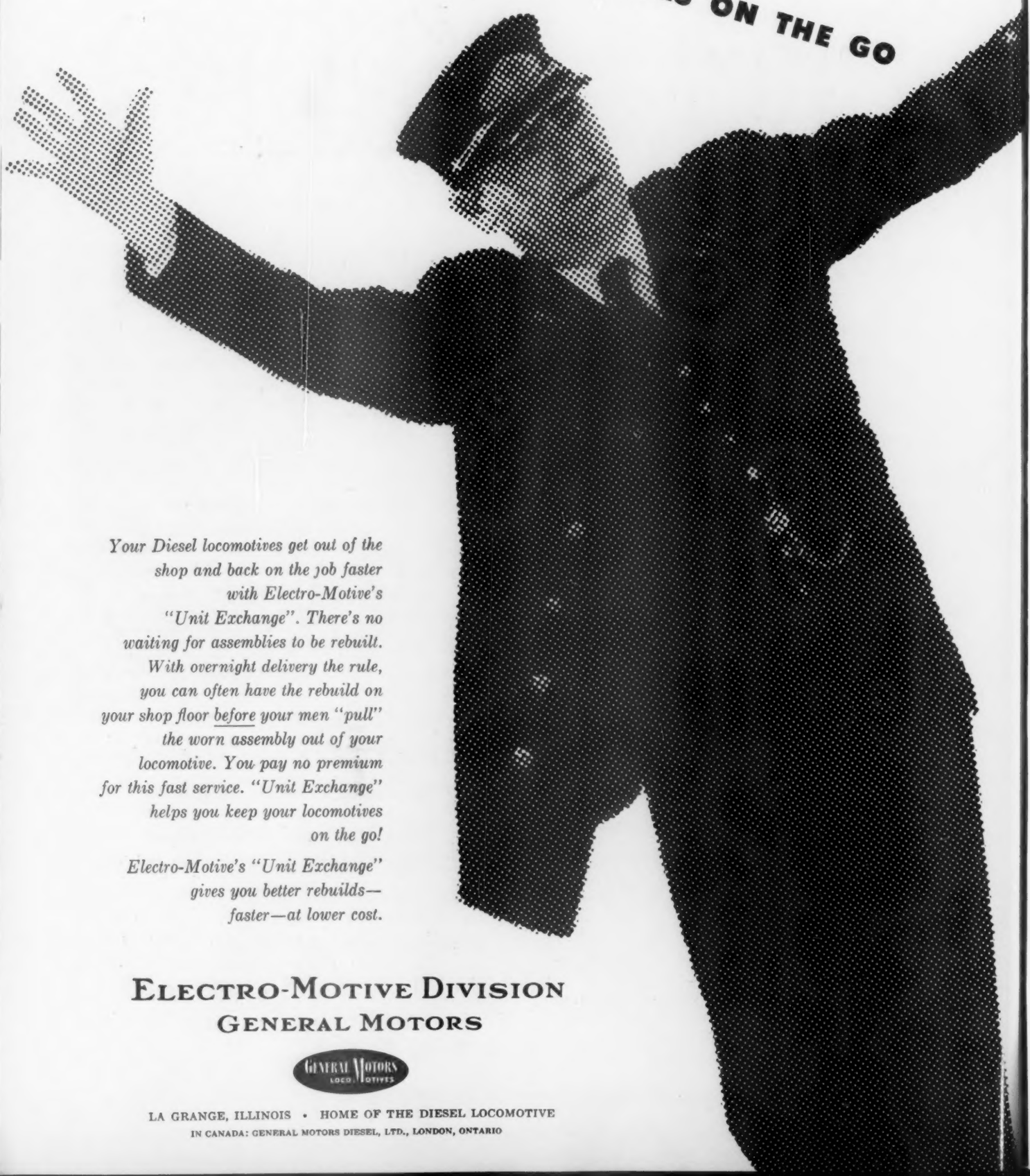


- *Why duplicate A.C.F.'s investment in shops, tooling, personnel ? ? ?*
- *A.C.F. Standardized Cars mean completely interchangeable parts ! ! !*
- *Your car shop overhead stays at a minimum ! ! !*

TO AMERICA'S RAILROADS

New York • Chicago • St. Louis • Cleveland • Philadelphia • Washington • San Francisco

"UNIT EXCHANGE" KEEPS YOUR DIESELS ON THE GO



Your Diesel locomotives get out of the shop and back on the job faster with Electro-Motive's "Unit Exchange". There's no waiting for assemblies to be rebuilt. With overnight delivery the rule, you can often have the rebuild on your shop floor before your men "pull" the worn assembly out of your locomotive. You pay no premium for this fast service. "Unit Exchange" helps you keep your locomotives on the go!

Electro-Motive's "Unit Exchange" gives you better rebuilds—faster—at lower cost.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

GENERAL MOTORS LOCOMOTIVES

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First Things Last

In view of Senator Tobey's highly negative speech on proposed transportation legislation before the Chicago Traffic Club on February 12 (*Railway Age*, February 23, page 15), it must be plain to proponents of such legislation that they can expect no easy victory. The present regime in Washington was elected, among other reasons, because of its general program for reducing the sphere of government in the nation's economic life, with proportionate enlargement of the sphere of private initiative. Nevertheless, the one area of economic activity most thoroughly pervaded by government—viz., transportation—has, so far, received little or no favorable attention.

The confidence—widely prevalent until recently—that Congress was moving inexorably in the direction of early constructive legislation on transportation, will have to be modified, and should be replaced by an intensification of effort toward the necessary goal. There never was any reason for letting up on the educational campaign, because even if, through some miracle, the interest of the lawmakers should become sufficiently concentrated upon transportation to lead to early and favorable action on the entire list of the half-dozen or so measures the railroads are actively supporting, that whole program would still fall far short of re-establishing full-blown private initiative in the transportation business.

Some railroads enjoyed relatively favorable per-share earnings in 1952—mostly because only a fraction of the investment in them was represented by outstanding securities. But industry-wide earnings of only slightly more than 4 per cent in a year of unprecedented general prosperity is nothing to write home about. If this is all the industry can earn when business is good, how much will it be able to earn when business is bad?

An enormous and rapidly growing part of the transportation industry just isn't being run as a private business—and there will not be any safety for the railroads, as private business, until all parts of the industry are placed on a basis of complete equality. Too many of the alleged movements in the direction of equality stop far short of the goal. Take such public enterprises as the Port of New York Authority, for example. Unlike many publicly owned transportation enterprises, these "authorities" are usually required to meet their capital and maintenance costs from charges to customers—but they do not pay ad valorem taxes on their improved property, as they would have to if they were in private ownership. Where in morals or economics can any justification be found for exacting a tribute for ad valorem taxes on fixed property for moving freight across New Jersey or Pennsylvania by rail, while no equivalent exaction is made on the movement of exactly the same commodities when they go by one of the turnpikes?

So-called "comparative costs" between competing agencies of transportation are meaningless, so long as the cost figures of one agency include elements which are omitted in calculating the costs of its competitors. This warning regarding "cost finding" by the Interstate Commerce Commission in minimum rate cases is expressed by Professor Julian S. Duncan in the preliminary draft of his "Introduction to Transportation Economics."*

This book of Professor Duncan's, incidentally, discusses the question of government financing of transportation facilities with great forthrightness. For example, he says: "Making a transportation policy designed to give each transportation medium the traffic which it is best qualified to carry suggests that the equivalent of a general property tax equal to that portion of the highway used by them be levied against each type of highway user. . . . A few authorities believe that the private passenger automobile and the light truck are possibly now paying the equivalent of this tax." Such understanding is a long way removed from the misleading cry of "diversion" which some highway transportation protagonists are forever uttering, whenever any tax money from highway users is used for general expenses of government.

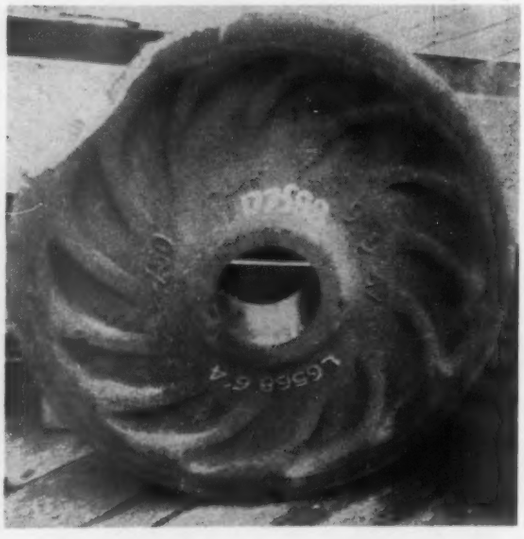
Of all the fundamental issues (i.e., those involving socialism versus private enterprise) in transportation which Professor Duncan discusses, only a handful are likely to be dealt with adequately in legislation now actively proposed. The job of extirpating socialism from the country's internal affairs is likely to be just as long and hard as that of purging communism from international relations.

* Dr. Duncan's book has been published by him (Department of Economics, University of New Mexico, Albuquerque) in preliminary mimeograph form at a price of $3.00, with the thought that he will get the benefit of suggestions and criticisms of readers before its publication as a definitive printed volume.

TWO WHEEL CHECKERS like this are located on the approach hump in Potomac yard.

Wheel Checker Gets Results

RF&P reports first known instances of successful detection of broken flanges on moving cars



THE FIRST broken flange ever detected on a moving car by electrical means (right).

A device to detect broken flanges on car wheels was installed a few months ago by the Richmond, Fredericksburg & Potomac, on the approach to the hump in the southbound classification yard in Potomac yards near Alexandria, Va. On January 11, this device detected a wheel with a 14-in. section of the flange broken out. On the following day, a wheel with a 12-in. section broken out was detected. These are the first known instances in which broken flanges on car wheels have been detected by electrical devices while cars were moving.

The broken-flange detector consists of a series of spring steel fingers, placed at right angles to the rail, with an insulated stainless steel pad near the end of each finger. The upturned end of each finger extends about three-quarters of an inch above the top of the rail.

When a normal wheel runs over the unit, its flanges encounter the insulated stainless steel pads, thus depressing the fingers away from the wheel. If a section is broken out of the flange, the steel finger under the break will not be depressed, and the upturned end of the finger will make contact with the wheel, thus shunting an electrical circuit through a relay. Contact of the wheel with any portion of a finger, except the insulated steel pad, is sufficient to shunt the relay. When thus de-energized, the relay causes a bell to ring, and a lamp to be lighted, in the hump conductor's office, thereby indicating that a defective wheel has been detected.

A detector, as shown in the picture, was installed for each rail. Each such detector is 12 ft. 4 in. long, which is more than the circumference of a wheel 42 in. in diameter. The spacing of the fingers and adjustments are such that a break in a flange, at least 3½ in. long and within ⅝ in. of the tread, will be detected. A guard rail placed opposite the fingers acts as a guide for the wheels. This device will also detect a loose wheel if it fails to stay on the insulated steel pads. These wheel checkers are designed to operate with a train moving at speeds up to 20 m.p.h. With electronic relays, train speeds can be increased to 30 m.p.h. or perhaps more.

These devices, known as wheel checkers, were invented and developed by W. A. and M. W. Gieskieng, 1333 South Franklin st., Denver 10, Colo. An installation on the Ventura County Railway in California has been in service more than a year, as was explained in the February 1952 issue of *Railway Signaling & Communications*. A heavy-traffic trunk-line western railroad has had a test installation in service on main track for several months.

(*Continued from page* 12)
one-month course. They included members of the armed forces, employees of industry traffic departments, and railroad employees.

New Haven Diesel-Car Crew Gets F.R.P. Awards

The Federation for Railway Progress has selected Engineer Algrid M. Alyta and Conductor John J. Ridler of the New York, New Haven & Hartford as "Railroad Men of the Year." An award consisting of a $100 U.S. savings bond and a gold medal will be presented to each of them by Thomas J. Deegan, Jr., president of the federation, at a luncheon on March 2 in Washington.

The annual Railway Progress Employee Award is presented to a railroad employee who has distinguished himself in rendering continuous outstanding service and courtesy to the traveling public. Recipients are selected from among winners of the federation's 12 monthly awards.

This year marks the first time there has been a duplicate award. However, as Messrs. Alyta and Ridler operate as a team on one of the Budd rail diesel cars on the New Haven's Norwich branch between New London, Conn., and Worcester, Mass., both were selected for the honor.

Mr. Alyta, a resident of Quincy, Mass., has been an engineer and fireman since 1918. Mr. Ridler became a freight yard employee 12 years ago and was promoted to conductor in 1950, making him the youngest conductor on the New Haven.

Figures of the Week

1952's 3rd Quarter Loading Estimate 8 Per Cent High

The 13 regional Shippers Advisory Boards overestimated car loadings for the third quarter of 1952 by eight per cent, according to the latest comparison of forecasts with actual loadings, which has been issued by Chairman A. H. Gass of the Car Service Division, Association of American Railroads.

Mr. Gass' report showed that all but one (Pacific Northwest) of the 13 boards overestimated the third-quarter loadings. The range of the 12 overestimates was from 22.2 per cent for the Allegheny Board to 0.3 per cent for the Trans-Missouri-Kansas Board. The Pacific Northwest Board's underestimate was 8.6 per cent.

The boards overestimated loadings in 19 of the 32 commodity groups and underestimated loadings in the other 13 groups. The overestimates ranged from 32.1 per cent for the iron and steel group to 0.01 per cent for the "other fresh fruits" group. The underestimates ranged from 37.2 per cent for the hay, straw and alfalfa group to 0.06 per cent for the group embracing cotton seed, soybean-vegetable cake and meal, etc.

Freight Car Loadings

Because of the Washington Birthday holiday, car loading statistics for the week ended February 21 were not available when this issue went to press.

Loadings of revenue freight for the week ended February 14 totaled 681,750 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, February 14

District	1953	1952	1951
Eastern	123,538	127,073	136,038
Allegheny	142,908	150,763	155,073
Pocahontas	47,403	61,308	58,621
Southern	126,860	137,451	137,568
Northwestern	73,432	78,546	74,975
Central Western	111,591	120,050	119,699
Southwestern	56,018	52,585	58,583
Total Western Districts	241,041	261,181	253,257
Total All Roads	681,750	737,776	740,557
Commodities:			
Grain and grain products	38,600	47,831	48,727
Livestock	6,679	8,115	7,131
Coal	115,338	146,541	149,857
Coke	14,978	16,654	15,857
Forest products	44,212	45,643	46,453
Ore	19,473	19,020	16,940
Merchandise l.c.l.	70,713	77,531	80,265
Miscellaneous	371,757	376,441	375,327
February 14	681,750	737,776	740,557
February 7	690,744	733,919	573,209
January 31	697,616	731,218	651,165
January 24	697,641	728,015	784,166
January 17	705,479	747,660	779,750
Cumulative total 7 weeks	4,724,547	5,033,414	4,974,289

In Canada.—Carloadings for the seven-day period ended February 14 totaled 71,108 cars, compared with 68,549 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
February 14, 1953	71,108	32,499
February 14, 1952	75,553	37,149
Cumulative Totals		
February 14, 1953	454,639	197,367
February 14, 1952	484,247	226,068

I.C.C. Bureau Issues Station Cost Study

The Interstate Commerce Commission's Bureau of Accounts and Cost Finding has issued a "Summary of Returns to Cost Inquiry on Railroad Freight Station Costs and Other Performance Factors." It is Statement No. 1-53. It was issued "as information," and "has not been considered or adopted by" the commission.

The purpose of the study "is to provide supplemental data required in the application of the rail cost formula, Rail Form A," the explanatory statement says. It also explains that the figures are based upon data furnished by Class I railroads (pursuant to the commission's August 28, 1951, order) for the week of October 14-20, 1951, the month of October 1951, or the year 1950.

Organizations

All-Welding Exposition and Technical Meeting

A four-day, all-welding exposition, sponsored by the American Welding Society, will be held June 16-19, 1953, at the Shamrock Hotel, Houston, Tex., in conjunction with the society's spring technical meeting. This exposition will give an opportunity in the South and Southwest to see demonstrations of the latest technical developments in the field of welding and its allied processes. Houston was selected for this all-welding exhibit because it is the center of the South and the Southwest's welding interests.

Most of the major companies in the welding industry will exhibit and demonstrate welding equipment and processes—over 40 have already reserved space in the Shamrock's Hall of Exhibits. The exhibits will show welded fabrication, weldments, welding processing, gas cutting, brazing, finishing, tooling, gaging, testing, stress relieving, X-raying, servicing and handling.

Chicago Traffic Club Plans Transport Legislation Forum

"What Changes are Desirable and Why," will be explored by the Traffic Club of Chicago on March 12, in a forum on transportation legislation. A panel of four experts—Eldon Martin, general counsel, Chicago, Burlington & Quincy; James Pinkney, general counsel, American Trucking Associations; L. L. French, executive vice-president, Union Barge Line Corporation; and A. H. Schwietert, traffic director, Chicago Association of Commerce & Industry—will be moderated by E. F. Hamm, Jr., president of the Traffic Service Corporation.

Topics slated for discussion include possible repeal or modification of Section 4 of the Interstate Commerce Act; user charges for publicly provided transport facilities; and "Should railroads, motor carriers and water carriers be permitted to increase rates on 30 days' notice?" Discussion is also planned on the question of Interstate Commerce Commission jurisdiction over abandonments of passenger train service and over intrastate freight rates when state commissions do not act within a reasonable period of time following general interstate rate increases; plus:

- Should Sections 305 and 307 of the Interstate Commerce Act be modified so the commission can take into consideration factors such as cost of service in prescribing joint rail-water rates?
- Should Congress receive a report from the I.C.C. as to the economic value of new water projects proposed for navigation purposes?
- Should Paragraph 2 of Section 15a of the act be repealed and a new paragraph substituted which would require the commission to prescribe "just and reason-

Briefly . . .

. . . Three American companies will provide technical assistance enabling three Dutch manufacturers to produce 100 diesel locomotives, valued at about $15,000,000, for the Netherlands Railways. The American firms are the Westinghouse Electric Corporation, the Baldwin-Lima-Hamilton Corporation, and the National Supply Company. The three-way agreement, it was said, will enable the railroad to obtain units which are American in design except for such details as couplings and buffers.

. . . The Lehigh Valley has completed installation of intercommunication facilities connected with the newly devised centralized checking system at the road's major break-bulk and transfer point for l.c.l. merchandise traffic at Manchester, N.Y. Designed to permit more efficient utilization of freight checkers, the new system will effect savings by lowering the number of carding and flagging clerks, as well as checkers, who will be relieved for other duties. The number of lost or misdirected shipments will be reduced sharply, and freight transfer will be considerably expedited.

. . . The Aluminum Company of America has established a new professorship in mechanical engineering at Carnegie Institute of Technology. Dr. Dennistoun Wood VerPlanck, professor and head of the Mechanical Engineering department at Carnegie, will hold the new chair, which will be named the "Alcoa Professorship in Engineering." Part of the grant of $15,000 a year will be used for research and equipment, "to strengthen fundamental research in the general field of mechanical engineering, as well as in specific problems that exist in the aluminum industry." The new grant is in addition to the endowed Alcoa Professorship of Light Metals, now held by Dr. Frederick Rhines, of the Metallurgical Engineering department, and the $2,600 graduate fellowship established at Carnegie by Alcoa some time ago.

able rates in such a manner as to enable the carriers—under honest and efficient management—to earn revenues sufficient to provide . . . adequate and efficient service . . . maintain sound credit . . . attract equity capital . . . and improve the art of transportation?"

W. R. Caples, president of the Inland Steel Container Company, will be guest speaker at "Rail Night"—March 12—of the **Clearing-Cicero Traffic Conference** (Chicago). The dinner and meeting will be held at the Clearing (Ill.) Industrial Club.

The **Traffic Club of Washington, D.C.,** held its annual dinner in the Statler Hotel in that city on February 11. The speaker was Representative James I. Dolliver, Republican of Iowa, a member of the House Committee on Interstate and Foreign Commerce. He discussed the transportation situation generally and predicted that the present Congress' approach to transport legislation will be "sympathetic and understanding." Presiding at the dinner was the club's president—F. E. Richter, general agent, Missouri Pacific. The dinner committee was headed by John P. Conger, general agent, Western Pacific.

The Signal Section, Engineering Division, Operations and Maintenance Department, of the **Association of American Railroads,** has selected the following officers to serve for the ensuing year: Chairman, R. W. Troth, superintendent communications and signaling, St. Louis-San Francisco, Springfield, Mo.; first vice-chairman, W. N. Hartman, superintendent telegraph and signaling, Chesapeake & Ohio, Richmond, Va.; and second vice-chairman, T. W. Hays, general signal engineer, Union Pacific, Omaha, Neb.

The **Mississippi Valley Maintenance of Way Club,** St. Louis, will hold its next meeting March 9, at 6:30 p.m., at the Hotel DeSoto. The program will include a Louisville & Nashville movie, "Fishing a Railroad out of the Swamp," with additional film slides and commentary on the same subject by L. L. Adams, chief engineer of the L&N.

The 90th regular meeting and annual election of officers of the **Pacific Coast Transportation Advisory Board** will be held at the Hotel Claremont, Berkeley, Cal., March 12-13. Samuel B. Stewart, Jr., vice-president and general counsel, Bank of America, San Francisco, will be guest speaker at luncheon on the 13th; his subject: "Big Business—20th Century Aladdin."

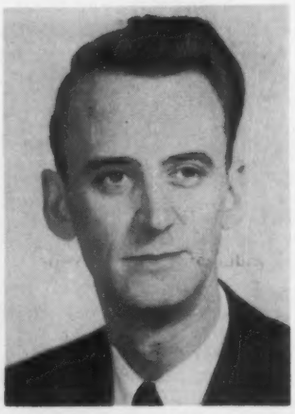
The **Pacific Railway Club** will hold its annual meeting at the Palace Hotel, San Francisco, March 19. Dr. Kenneth McFarland, educational consultant to General Motors, will be guest speaker; his topic, "Fathoming the Fifties."

Supply Trade

Budd 1952 Net Was $9,190,618

Net profit of the Budd Company in 1952 was $9,190,618, compared with $12,482,613 in the preceding year, according to the firm's annual report. Sales last year totaled $297,363,844, compared with $317,664,486 in 1951. Net profit per common share in 1952 was $2.42, compared with $3.34.

During 1952, Edward G. Budd, Jr., president, said in the report, 75 railroad passenger cars were delivered, and orders were received from 11 railroads for 206 cars, including 46 rail diesel cars. At the year-end, he added, the backlog of railroad cars on order was 198. "An important development in the foreign railway passenger car business," Mr. Budd continued, "was adoption by Cie. Internationale des Wagons-Lits of our stainless steel construction for its international fleet of sleeping cars. Wagons-Lits has placed orders with our Belgian, French and Italian licensees for . . . 75 cars. Total unfilled orders of foreign licensees is 187 cars."



C. T. Donovan, whose appointment as sales manager of the LaGrange factory branch of the Electro-Motive Division of General Motors Corporation was announced in *Railway Age*, February 9, page 89. Mr. Donovan has been with Electro-Motive since 1939.

New York Air Brake Had 1952 Net of $1,885,884

Consolidated net income of the New York Air Brake Company and subsidiaries totaled $1,885,884 in 1952, compared with $2,169,230 in 1951, according to the annual report. Total sales last year were $35,908,457, compared with $32,129,525. "Deliveries of air brake equipment for new locomotives and freight and passenger cars showed a decline in 1952, compared with the previous 12 months," Lowell R. Burch, chairman, and Bernard Peyton, president, said in the report. "There are indications, however," they added, "that the railroads may increase their purchases of rolling stock in 1953. . . . The backlog of unfilled orders on January 1 was $20,000,000."

Inland Steel to Start Huge Canadian Ore Project

Iron ore adequate to meet the company's requirements "for many years into the future" has been secured by the Inland Steel Company, through lease by a Canadian subsidiary, from

Steep Rock Mines, Ltd., in northwestern Ontario.

Test drillings made in the area thus far indicate at least 50 million tons of ore in the leased area, Philip D. Block, Jr., Inland vice-president in charge of raw materials, said in a press statement February 25. He added that quality and structure of the ore is excellent.

"The Steep Rock development has special attraction for us because of its location," Mr. Block stated. "Ore boats will load Steep Rock ore from the Canadian National dock at Port Arthur. This port is 120 miles nearer our steel mills at Indiana Harbor, Ind., than Superior, Wis., shipping point for Mesabi Range ore, which will result in saving almost a day in each round trip."

The properties of Steep Rock Mines, Ltd., are located at Steep Rock Lake, 140 miles west of Port Arthur. The range is on the main line of the CNR between Port Arthur and Winnipeg. A spur of three or four miles will connect the ore body with this main route.

Development of the ore body will involve expenditure of $50 million over a period of seven years. Inland expects it to yield a shipping volume of three million tons annually when full production is reached.

General Railway Signal 1952 Net Was $1,437,318

Net income in 1952 of the General Railway Signal Company and its subsidiaries totaled $1,437,318, compared with $1,415,021 in the preceding year, according to the annual report. "The volume of signaling completed during the year [1952] was the highest in the company's history and some 14 per cent greater than the record prior year," Paul Renshaw, chairman, and H. W. Chamberlain, president, said in the report.

Methods of diversifying the company's activities are under consideration by the management, Messrs. Renshaw and Chamberlain added. While no specific plans have yet been made, they said, management has decided that "a more flexible capital structure will be desirable in order to meet the future needs of the company. This change will require reclassification of the preferred stock and authorization of additional common stock." A reclassification plan is now under consideration and, if approved by the board, will be submitted to stockholders at the annual meeting in Rochester, N.Y., next April 27.

W. H. Burkey has been appointed district manager in the St. Louis area for the Industrial division of **Gould-National Batteries, Inc.** Associated with the battery industry for more than 35 years, Mr. Burkey has been with Gould-National and its predecessors since 1930. Since 1941 he has handled

W. H. Burkey

accounts of railroads and other industrial users of batteries in the St. Louis area.

The **Electro-Motive Division** of **General Motors Corporation** has appointed **A. E. Gasparini** and **R. G. Pommier** as district sales managers at St. Louis, and **J. A. Pylat** and **J. F. Greenip** as sales representatives at that point.

Mr. Gasparini attended Northwestern University before joining Electro-Motive in April 1941 as secretary to chief engineer. From 1943 to 1946 he served with the U.S. Army in military railway service and military government in the European theatre. Upon his return to Electro-Motive he went into sales work, and most recently has served as sales representative in the St. Louis regional office.

Mr. Pommier joined E.-M.D. in 1942 as a service instructor. After World War II service in the Navy, he returned to Electro-Motive in 1947 and progressed to sales representative—the post he held prior to his current appointment.

Thomas Z. Fagan has been appointed director of sales and service and **William A. Uline** general sales manager of the Scintilla Magneto division of the **Bendix Aviation Corporation.** Mr. Fagan, who joined the Scintilla sales organization in 1922, also will continue in his former position as director of advertising and public relations. Mr. Uline formerly was industrial sales manager.

The **American Brake Shoe Company** is expanding its facilities for manufacture of powder metallurgy products. Production facilities are in the Hillburn, N.Y., plant, operated as a unit of the American Brakeblok division.

The **Whiting Corporation** has moved its St. Louis district sales office from 3238 Olive street, St. Louis, to 567 North and South road, University City 5, Mo.

Anthony C. Fecht has been appointed general sales and advertising manager for the **Lewis Bolt & Nut Co.** Mr. Fecht entered sales for the company in 1944, managing the West Coast office in San Francisco. He was appointed manager of railway sales in 1945.

The Cleco division of the **Roller Bit Company,** Houston, Tex., has appointed the following distributors for Cleco products in their respective areas: **General Equipment & Machine Co.,** 511 East Colfax avenue, South Bend 17, Ind.; **A & I Supply Co.,**

A. E. Gasparini

R. G. Pommier

J. A. Pylat

J. F. Greenip

614-616 Virginia street, West, Charleston, W.Va.; **Lyons Machinery Company,** 904 Broadway, Little Rock, Ark.; and **Equitable Equipment Company,** 410 Camp street, New Orleans 12, La.

Robert F. Carr, Jr., who was recently elected vice-president of the **Dearborn Chemical Company,** has joined the sales organization at Chicago, to work with heads of the company's industrial and railroad departments to promote general sales of Dearborn products. Mr. Carr joined Dear-

Robert F. Carr, Jr.

born in 1934 after having attended the University of Illinois. After service with U.S. Coast Guard during World War II, he rejoined the company and was assigned to managerial duties in the Honolulu office in 1946. He has returned from Honolulu to accept his present appointment.

The recently completed liquid oxygen plant of the **Air Reduction Sales Company** in Butler, Pa., has begun delivery of oxygen to industrial customers, it has been announced.

The **Farr Company,** Los Angeles, has expanded territory served by its New Jersey representative, **A-C Products Company,** Paterson, to include the metropolitan New York area. Offices are being opened in New York by the representative to facilitate operation in the enlarged territory.

The **Miller Electric Manufacturing Company,** Appleton, Wis., has appointed **Alexander McKenzie** as district sales manager, to cover Cleveland, Youngstown and Bridgeport, Ohio; Pittsburgh, Altoona and Indiana, Pa.; and Huntington, Charleston, Williamson and Wheeling, W.Va.

Norman C. Halleck has been appointed to the newly created post of transportation manager, Chicago district, **United States Steel Corporation,** with headquarters at Kirk yard, Gary, Ind. **Charles Iams, Jr.,** succeeds Mr. Halleck as assistant to general superintendent of the Gary Steel Works, in charge of cost control.

Mr. Halleck joined U.S. Steel in 1941 as a practice apprentice in the industrial engineering department. After receiving a Bachelor of Science degree in mechanical engineering at the University of Wisconsin, he was named assistant plant industrial engineer in July 1950 and appointed to his more recent position in March 1952.

John D. Small has been elected vice-president of the **Pressed Steel Car Company,** with headquarters in New York.

OBITUARY

Fred Henry Spenner, vice-president in charge of mechanical engineering and executive assistant to president of the Scullin Steel Company, died on February 10 while on a business trip at Flint, Mich. Mr. Spenner was first employed by Scullin Steel in 1929, when he went to work as a blueprint boy in the engineering department. He received a certificate in mechanical engineering from Washington Univer-

Fred Henry Spenner

sity, St. Louis, in 1936, and became assistant chief mechanical engineer of his company in 1940. His promotion to chief mechanical engineer followed in June 1941, and he was elected vice-president in charge of mechanical engineering in April 1950. Additional duties as executive assistant to president were assigned to him in April 1951.

Financial

Mopac Gets Authority To Merge Motor Rights

Division 4 of the Interstate Commerce Commission has authorized the Missouri Pacific Freight Transport Company to purchase, for $1, all motor carrier operating rights of its parent railroad, the Missouri Pacific, and those of other roads in the MP system. The division's decision was in MC-F-5267.

The result, the report explained, will be to place all motor carrier operating authorities of the MP system "in the carrier actually performing the motor transportation service."

Consolidated of Cuba. — *Recapitalization.*—Stockholders of this road approved, on January 28, proposed changes in the plan of recapitalization (*Railway Age,* January 5, page 17), and the plan was declared operative as of that date.

Similar proposed changes in the capitalization plan of the Cuba Railroad, a Consolidated subsidiary, were approved by stockholders on February 11. The road announced, however, that the plan cannot be declared operative until the required 70 per cent of outstanding preferred stock has been deposited in assent. So far, 58,874 shares, or 58.8 per cent, have been so deposited.

Great Northern.—*Trackage Rights.*—Acquisition of trackage rights over a 1.8-mile segment of the Chicago, Milwaukee, St. Paul & Pacific at Sioux Falls, S.D., has been approved by the I.C.C. The GN will pay rental of $2,700 a year. The I.C.C. also authorized GN to abandon two segments of its own line, totaling 1.8 miles, at Sioux Falls. This trackage change will enable the city to extend a runway at its municipal airport so as to permit use of jet planes. The city will pay the cost of constructing connecting tracks for the GN.

Union Pacific.—*New Director.*—Robert A. Lovett, former Secretary of Defense, has been elected a director and member of the executive committee. Mr. Lovett was originally elected a director of the UP in May 1926, and has been a member of the executive committee since 1930, except for his period of public service. He now succeeds William M. Jeffers, who has resigned as director after completing more than 62 years of service with the company as an employee, officer, president (1937-1946), and director.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Co., One Wall st., New York 5.

Comparisons of Six Successful Railroad Companies. February 1953.

Railroad Equities in 1953. Based upon a talk delivered by Pierre R. Bretey before the American Statistical Association in Chicago December 29, 1952.

Fahnestock & Co., 65 Broadway, New York 6.

Chicago, Rock Island & Pacific Rail-

road Co. Weekly Review, February 16.
New York Central Railroad Co. Weekly Review, January 26.

H. Hentz & Co., 60 Beaver st., New York 4.
An Analysis of Delaware & Hudson. January 26.

Kerr & Co., National Oil bldg., Los Angeles 17.
New York Central Railroad. No. 1096. February 2.

Vilas & Hickey, 49 Wall st., New York 5.
Railroad Securities: Missouri Pacific. January 30.

Securities

Kansas City Southern.—*Bond Extension.*—The I.C.C. has approved this road's plan for extending the maturity date of $1,550,000 of Port Arthur Canal & Dock Co. first mortgage bonds. The extension is from February 1, 1953, to February 1, 1978. The KCS will assume liability for the extended bonds. The Canal & Dock Co. is a wholly owned subsidiary of KCS and is located at Port Arthur, Tex.

Baltimore & Ohio.—*Contingent Interest.*—The B&O will pay all contingent interest accrued on its bonds during the year ended last December 31. The interest will be paid on and after next April 10 in the following amounts: Refunding and general mortgage five per cent bonds, series G, K and M, $30 per $1,000 bond; refunding and general mortgage 6 per cent bonds, series J, $36 per $1,000 bond; first mortgage five per cent bonds, series B, $10 per $1,000 bond; Southwestern division five per cent bonds, series A, $15 per $1,000 bond; and convertible 4½ per cent income bonds, $45 per $1,000 bond.

Security Price Averages

	Feb. 24	Prev. Week	Last Year
Average price of 20 representative railway stocks	68.68	66.97	55.22
Average price of 20 representative railway bonds	92.81	94.56	92.38

Dividends Declared

BOSTON & ALBANY.—$2, payable March 31 to holders of record February 27.
DENVER & RIO GRANDE WESTERN.—common, $1; preferred, $5, both payable March 16 to holders of record March 6.
ERIE & KALAMAZOO.—$1.50, payable February 16 to holders of record January 31.
KANSAS CITY SOUTHERN.—common, $1.25, payable March 16 to holders of record February 28.
NEW YORK, NEW HAVEN & HARTFORD.—5% convertible preferred A, $3, accumulated, payable March 13 to holders of record March 2.
PHILADELPHIA, GERMANTOWN & NORRISTOWN.—$1.50, quarterly, payable March 4 to holders of record February 20.
PITTSBURGH, FORT WAYNE & CHICAGO.—common, $1.75, quarterly, payable April 1 to holders of record March 10; 7% preferred, $1.75, quarterly, payable April 7 to holders of record March 10.
ST. LOUIS SOUTHWESTERN.—5% non-cumulative preferred, $5, payable March 6 to holders of record March 2.
SOUTHERN PACIFIC.—75¢, quarterly, payable March 23 to holders of record March 2.

Authorization

VIRGINIAN.—To assume liability for $4,350,000 of series C equipment trust certificates, to finance in part 1,000 self-clearing hopper cars costing an estimated $5,560,000 (*Railway Age*, January 19, page 51). Division 4 approved sale of the certificates for 99.419 with interest at 2⅞ per cent—the bid of Kidder, Peabody & Co. and three associates—which will make the average annual cost of the proceeds approximately 2.99 per cent. The certificates, dated February 1, will mature in 15 annual installments of $290,000 each, beginning February 1, 1954. They were reoffered to the public at prices yielding from 2.3 to 3 per cent, according to maturity.

Equipment & Supplies

Domestic Equipment Orders Reported in February

Orders for 337 diesel units, 3,737 freight-train cars and 95 passenger-train cars for domestic use were reported by individual purchaser in *Railway Age* in February. Estimated cost of the locomotives is $51,510,000; of the freight-train cars, $24,610,000; and of the passenger-train cars, $15,150,000. An accompanying table lists the orders in detail.

An order for one rail diesel car to be built for the Duluth, Missabe & Iron Range by the Budd Company was reported in *Railway Age* February 2. This is not listed in the table because the car actually was purchased in 1952 (as reported on page 186 of the January 12 *Railway Age*), although the purchaser was not then identifiable.

During the first two months of 1953 *Railway Age* has reported orders by individual purchaser for 422 diesel units (estimated cost $64,114,000), 4,469 freight-train cars (estimated cost $29,115,000), and the 95 passenger-train cars mentioned above.

LOCOMOTIVES

162 Power Units Placed In Service in January

Class I railroads in January put into service 161 new diesel units and one steam locomotive, the Association of American Railroads has announced. In January 1952 Class I roads installed

DOMESTIC EQUIPMENT ORDERS REPORTED IN FEBRUARY

LOCOMOTIVES

Purchaser	No.	Type	Issue Reported	Builder
AT&SF	97	Diesel	Feb. 23	Not Reported
C&O	45	1,500-hp. Rd.-Sw.	Feb. 23	Electro-Motive
	4	2,250-hp. Passenger	Feb. 23	Electro-Motive
	16	1,000-hp. Switching	Feb. 23	American-G.E.
	2	1,600-hp. Rd.-Sw.	Feb. 23	Baldwin-Lima-Hamilton
C&NW	11	2,250-hp. Passenger	Feb. 23	Electro-Motive
	40	1,500-hp. Rd.-Sw.	Feb. 23	Electro-Motive
	4	1,200-hp. Switching	Feb. 23	Electro-Motive
	12	600-hp. Switching	Feb. 23	Electro-Motive
	5*	1,000-hp. Rd.-Sw.	Feb. 23	American-G.E.
	10**	1,600-hp. Rd.-Sw.	Feb. 23	American-G.E.
	11†	1,600-hp. Rd.-Sw.	Feb. 23	Fairbanks, Morse
	3	1,200-hp. Rd.-Sw.	Feb. 23	Fairbanks, Morse
	5	1,200-hp. Switching	Feb. 23	Baldwin-Lima-Hamilton
DM&IR	15	1,200-hp. Switching	Feb. 23	Electro-Motive
Georgia	2	1,500-hp. Gen. Purpose	Feb. 23	Electro-Motive
GN	4	4-unit 6,000-hp. Frt.	Feb. 23	Electro-Motive
	11	1,500-hp. Rd.-Sw.	Feb. 23	Electro-Motive
	5	1,500-hp. Rd.-Sw.	Feb. 23	American-G.E.
	5	1,200-hp. Switching	Feb. 23	Baldwin-Lima-Hamilton
KO&G	1	1,500-hp. Gen. Purpose	Feb. 23	Electro-Motive
MV	4	1,500-hp. Gen. Purpose	Feb. 23	Electro-Motive
NYS&W	2	1,000-hp. Rd.-Sw.	Feb. 23	American-G.E.
P-RSSL	6	1,600-hp. Rd.-Sw.	Feb. 23	Baldwin-Lima-Hamilton
Spokane Intl.	3	1,000-hp. Rd.-Sw.	Feb. 23	American-G.E.
WofA	2	1,500-hp. Gen. Purpose	Feb. 23	Electro-Motive

*Including one for the CStPM&O.
**Including three for the CStPM&O.
†Including five for the CStPM&O.

FREIGHT CARS

C&NW	625	50-ton Box	Feb. 23	Pullman-Standard
	200	70-ton Gondola	Feb. 23	Bethlehem Steel
	12	Caboose	Feb. 23	Intl. Ry. Car
DSS&A	100	50-ton Box	Feb. 2	Pullman-Standard
	100	50-ton Gondola	Feb. 9	Amer. Car & Fdy.
Erie	50	Caboose	Feb. 2	Intl. Ry. Car
GM&O	400	50-ton Gondola	Feb. 9	Amer. Car & Fdy.
L&N	1,000	50-ton Box	Feb. 16	Pullman-Standard
	500	50-ton Box	Feb. 16	Pressed Steel Car
	500	70-ton Gondola	Feb. 16	Bethlehem Steel
Union Tank Car Co.	250	Tank	Feb. 2	Co. Shops

PASSENGER CARS

SP	15	Chair	Feb. 16	Budd
	10	Chair	Feb. 16	Pullman-Standard
UP	5	Coach*	Feb. 23	Amer. Car & Fdy.
	5	Observation*	Feb. 23	Amer. Car & Fdy.
	5	Dining*	Feb. 23	Amer. Car & Fdy.
	30	Chair	Feb. 23	Amer. Car & Fdy.
	25	Mail-Baggage	Feb. 23	Amer. Car & Fdy.

*Astra dome cars.

337 locomotive units, all of which were diesel except one steam and one gas-turbine-electric locomotive.

On February 1 Class I railroads had 962 new locomotive units on order, including 919 diesel units, 14 steam, 10 electric and 19 gas-turbine electrics, compared with 2,022 units on order February 1, 1952, which included 1,993 diesels, 18 steam, two electric and nine gas-turbine electrics, the announcement added.

Railway Officers

EXECUTIVE

Oliver L. Crawford, freight traffic manager of the RUTLAND, at Rutland, Vt., has been promoted to assistant vice-president, traffic, at Chicago. Mr. Crawford was born at Chicago September 28, 1895, and entered railroad service in June 1920 as tracing clerk with the Michigan Central at Chicago.

Oliver L. Crawford

He subsequently served as city freight agent for the MC and for the Merchants Dispatch Route (NYC). Mr. Crawford joined the Rutland in 1923 and served successively as traveling freight agent, general agent, and general western agent. He became general freight agent at Rutland in 1941 and freight traffic manager in 1947.

Irving C. Lawson, assistant general freight agent handling rates, of the NORTHERN PACIFIC, has been named assistant to vice-president, succeeding the late **A. P. Mootz** (*Railway Age* February 16, page 62).

Three new vice-presidents have been named by the CHICAGO, INDIANAPOLIS & LOUISVILLE. They are **Ferd W. Kuhn,** freight traffic manager, who has become vice-president—traffic; **Carl A. Bick,** comptroller, who has been named vice-president—operations; and **W. Paul Sullivan,** purchasing and tax agent, who has been elected vice-president—public relations.

Ray Hill, director of personnel of the CHICAGO & EASTERN ILLINOIS, has been elected a vice-president of that company. In his new capacity, Mr. Hill will have charge of the personnel department, and of all labor relations. Succeeding Mr. Hill in his former capacity is **Glen E. Morgan,** assistant

Ray Hill

director of personnel. Mr. Hill joined the C&EI at Salem, Ill., as a brakeman in 1907. He came up through the ranks as conductor, assistant trainmaster, trainmaster and assistant to general manager. He later helped to organize the personnel department.

Walter W. Patchell, vice-president in charge of real estate and taxation of the PENNSYLVANIA at Philadelphia, has been given a new position as vice-president, created for the purpose of reducing, and ultimately eliminating, losses currently being suffered by the company on passenger traffic.

OPERATING

E. J. Hardebeck has been appointed superintendent, Central Illinois division, of the RAILWAY EXPRESS AGENCY at Chicago (*Railway Age*, January 26). Mr. Hardebeck began his express career as a steno-clerk at Cincinnati, and has since served as division supervisor at Milwaukee; supervisor of employee and public relations, and chief clerk to vice-president of the Central departments at Chicago.

F. S. Farnham has been appointed trainmaster of the Hudson and Mohawk divisions of the NEW YORK CENTRAL at Albany, N.Y.

T. A. Seymour, trainmaster of the NEW YORK CENTRAL at Norwood, N.Y., has been appointed assistant to general manager of the BOSTON & ALBANY at Boston, Mass. **E. D. Joslin** has been appointed trainmaster of the St. Lawrence division of the NYC.

A. Mosby Harris, superintendent freight transportation of the PENNSYLVANIA's Western region, has been appointed superintendent of the Cincinnati division, at Cincinnati. He succeeds **John F. Henry,** who, after 19 years in that capacity, has been granted a leave of absence because of his health. Upon his return, Mr. Henry will continue in Cincinnati with duties assigned by the road's regional headquarters. **Thomas F. Schaekel,** assistant superintendent freight transportation at Chicago, succeeds Mr. Harris.

Mr. Harris joined the Pennsylvania in 1931, after attending Virginia Polytechnic Institute, as assistant on engineer corps, Baltimore division. He advanced through the maintenance of

A. Mosby Harris

way department to the position of track supervisor, Buffalo division, in 1937, later being transferred to Pittsburgh. He became assistant superintendent freight transportation at Chicago in 1941; engineer, Renovo division, in 1942; engineer, Columbus division, in 1944; superintendent freight transportation at Philadelphia in 1946; superintendent, Fort Wayne division, in 1949; and superintendent freight transportation at Chicago later that year.

Mr. Schaekel entered service as a yard clerk on the Toledo division in

Thomas F. Schaekel

1924. After serving in a wide range of clerical capacities, he was appointed yardmaster at Sandusky, Ohio, in 1935. In 1940 he was appointed assistant

trainmaster, Delmarva division, subsequently transferring to the Chicago Terminal division. He became trainmaster of the Monongahela division in 1947; later transferred to the Columbus division; and has been in the freight transportation department since January 1949.

F. E. Watson has been appointed superintendent of the Providence division of the NEW YORK, NEW HAVEN & HARTFORD, succeeding **William Scheibler,** who has been transferred to the Boston division.

Wilbur V. Wilson, trainmaster of the NEW YORK, ONTARIO & WESTERN, has been appointed assistant to general manager, with headquarters as before at Middletown, N.Y.

The following have been appointed assistant division superintendents on the ST. LOUIS-SAN FRANCISCO: **H. J. Lovelady,** at Newburg, Mo.; **T. D. Wages,** at Amory, Mo.; **W. M. Morrison** and **R. L. Edmonson,** at Tulsa, Okla.; **E. D. Jackson,** at Chaffee, Mo.; and **A. L. Pursley,** at Fort Scott, Kan.

TRAFFIC

Harry S. Zane, freight traffic manager—sales and service of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, has been appointed general freight traffic manager—sales and service. **James O. McIlyar,** southeastern traffic manager at Washington, D. C. succeeds Mr. Zane.

Mr. Zane started with the Milwaukee at Kansas City, Mo., in 1904. He has been general agent at Tulsa,

Harry S. Zane

Okla.; general southwestern agent at Kansas City; and general northwestern freight agent at Minneapolis. In 1939 he was appointed assistant freight traffic manager at Chicago and has been freight traffic manager—sales and service since 1948.

Mr. McIlyar entered Milwaukee service at Seattle, where, beginning in 1922, he was traveling freight and passenger agent. He later served as division freight and passenger agent at Aberdeen, Wash., and Miles City, Mont. In 1941 he was named assistant to western traffic manager at Seattle; in 1947 assistant to traffic vice-presi-

James O. McIlyar

dent at Chicago; and in 1948 assistant freight traffic manager at Chicago. In September 1948 he returned to Seattle as western traffic manager, and in 1950 became southeastern traffic manager at Washington.

John I. Zempke, district passenger agent of the LOUISVILLE & NASHVILLE at Cleveland, retired from active duty at his own request on March 1, after 43 years of continuous service with the L&N. On that date the Cleveland office was closed.

As reported in *Railway Age* January 5, **Alan M. White** has been appointed to membership on the RAILROADS' TARIFF RESEARCH GROUP at Washingington, D.C. Mr. White was born at Springfield, Ill., in 1911 and attended the University of Chicago. He entered railroad service with the Illinois Central as a stenographer in 1928, moving to the Pennsylvania in a similar capacity in 1930. After serving in various

Alan M. White

positions at a number of locations on the road's Western region, he became chief rate clerk at Chicago in 1937, remaining in direct supervision of rate construction forces in that office until 1946. He then became rate analyst in the office of traffic vice-president at Philadelphia, which position he resigned to accept appointment to the Tariff Research Group.

J. D. Healy, assistant general freight agent of the TEXAS & PACIFIC, has been appointed assistant traffic manager, with headquarters as before at Birmingham, Ala., having jurisdiction over the road's general agencies at Atlanta, Ga.; Winston-Salem, N.C.; Memphis, Tenn., and Birmingham. **C. W. Watkins,** traffic representative at Birmingham, has been appointed general agent at Memphis, a new position.

OBITUARY

H. J. Bogardus, special engineer on the Pere Marquette district of the CHESAPEAKE & OHIO, and former chief engineer, died February 11 at Detroit.

W. J. G. Quinn, 63, general statistician of the SOUTHERN SYSTEM at Washington, D.C., died February 12 en route to his home in Chevy Chase, Md.

Arthur Ridgway, 83, who retired in 1948 as engineering consultant of the DENVER & RIO GRANDE WESTERN at Denver, died January 18 of a heart attack.

Fred C. Wilkinson, assistant chief engineer, system, of the PENNSYLVANIA at Philadelphia, died February 20 in Bryn Mawr, Pa., Hospital. Mr. Wilkinson was born at La Mira, Ohio, March 18, 1883, and attended Ohio State University (C. E., 1907). After working summers on the Wheeling (W.Va.) Terminal (now PRR), and on the Pennsylvania, he was appointed assistant division engineer of the WT in 1907 and became assistant superintendent of the Waynesburg & Washington in 1917. From 1920 to 1928 Mr. Wilkinson worked in the general office of the Central region of the Pennsylvania, becoming assistant trainmaster, Allegheny and Buffalo divisions, in 1929. He then worked in the general office at Philadelphia, becoming superintendent, Logansport division, in 1932 and superintendent on special duty in the general office at Philadelphia in 1935. He was named assistant chief engineer, system, in 1948.

Paul A. Trageser, 61, first vice-president of the PHILADELPHIA, BETHLEHEM & NEW ENGLAND and other subsidiary roads of the Bethlehem Steel Corporation, at Bethlehem, Pa., died February 22. Mr. Trageser was born August 9, 1891, at Baltimore, and began his railroad service with the Baltimore & Ohio in 1905. He was assistant to traffic manager of Bethlehem Steel from May 1928 to October 1933, when he became associated with its railroad subsidiaries. He was elected first vice-president and director in January 1940.

All These "Short-Line" Railroads Use G


Albany & Northern Ry.

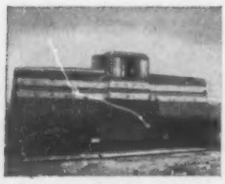

Arcade & Attica RR Corp.


Arkansas & Ozarks Ry.


Ashley, Drew & Northern Railway Co.


Atlantic & Western Ry. Co.


Baltimore & Annapolis


Coudersport & Port Allegany RR Co.


East Erie Commercial RR


Fernwood, Columbia & Gulf Railroad Co.


Fonda, Johnstown & Gloversville RR


Fordyce & Princeton RR Co.

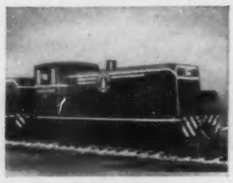

Fore River RR Corp.


High Point, Thomasville & Denton RR


Hoosac Tunnel & Wilmington RR Co.


Kelly's Creek RR Co.


Lakeside & Marblehead RR


Lancaster & Chester Ry. Co.


Laurinburg & Southern


Monongahela Connecting Railroad


Muncie & Western RR Co.


Nelson & Albemarle Ry.


New York Dock Ry.


Norfolk Southern Ry. Co.


Northeast Oklahoma


Omaha, Lincoln & Beatrice Railway Co.


Pecos Valley Southern Ry.


Pittsburgh, Allegheny & McKees Rocks RR Co.


Point Comfort & Northern Railway Co.


Quincy RR Co.


Rahway Valley Co.


Sanford & Eastern RR


San Francisco & Napa Valley Railroad


Santa Maria Valley RR. Co.


Saratoga & Schuylerville Railroad Corp.


Skaneateles Short Line RR


South Carolina State Pa Authority


Suncook Valley RR


Tallulah Falls Ry. Co.


Tama & Toledo RR Co.


Unadilla Valley Ry. Co.

Union Freight RR Co.

Ventura County Railw

seG-E Diesel-Electric Locomotives


nnapolis


re & Chelsea RR Co.


Bath & Hammondsport RR


Belfast & Moosehead Lake Railroad Co.


Berlin Mills Railway


Charles City Western Ry.


Condon, Kinzua & Southern Railroad Co.


RR Corp.


kfort & Cincinnati RR


Genesee & Wyoming RR


Georgia, Ashburn, Sylvester & Camilla


Grafton & Upton RR Co.


Greenville & Northern Ry.


Hampton & Branchville RR


Southern


Oak, Perry & Gulf RR


Long Island Railroad Co.


Longview, Portland & Northern RR Co.


Marianna & Blountstown Railroad Co.


Mississippi Export RR Co.


Mississippi & Skuna Valley Railroad Co.


klahoma


Louisiana & Gulf RR

Okmulgee Northern Ry. Co.


alley Co.


ohnsbury & Lamoille County RR


Salt Lake, Garfield & Western Ry. Co.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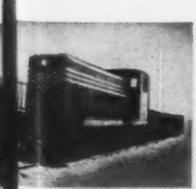
uth Georgia Ry. Co.


Steelton & Highspire RR Co.


nty Railwa


ington & Old Dominion Railroad


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The above 68 member lines of the American Short Line Railroad Association have one thing in common —they all use one or more G-E diesel-electric locomotives. Though representing only a fraction of the total users, they furnish evidence that, for large lines or small, G-E diesel-electrics provide dependable, economical service. For further information on the type of G-E diesel-electric locomotive best suited to your needs, contact your nearest G-E sales office, or write to *General Electric Co., Schenectady 5, N. Y.*

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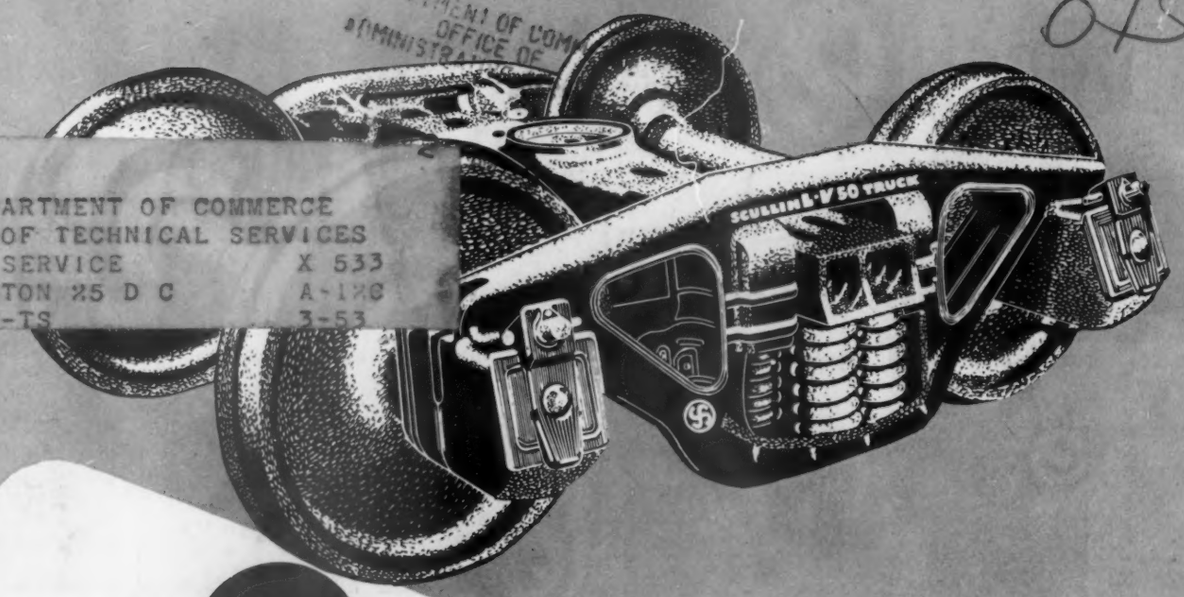

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CUSHIONED MOTION

SCULLIN TRUCKS

THE SMOOTHEST [illegible] BETWEEN LCL AND YOUR RAILS.

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Denver & Rio Grande Western Railroad

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CHICAGO
BALTIMORE
RICHMOND, VA.

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI